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- 1 Danube - Black Sea Canal

Between 1940 and 1944, studies for the construction of a canal capable of handling 1,200-ton barges had been made by a commission composed of Rumanian and German engineers. This commission proposed three solutions to the problem of overcoming the high area at Medgidia. 1) The construction of a tunnel which would be 12 kilometers in length; 2) a system of locks to raise the vessels; and 3) Cutting a trench through the hill.

The enormous volume of excavations which would have to be effected in building the tunnel was not the only difficulty to be overcome. Because of their geological nature, the strata are not stable and are continually being deformed.

The other two variants present no less difficulty.

In the second place, since the terminus of the canal is planned for Lake Tassul, 21 kilometers north of Constanta, a new port will have to be built along with the necessary installations, railroads, and other facilities.

In short, this is a grandiose project which will require vast technical and financial means. For this reason, it is extremely doubtful whether the Rumanian government can muster the funds and the technicians.

It seems, at least at this time, that the Rumanian government is indulging in political propaganda and is making use of the so-called "voluntary"

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labor force. However, specialists, who have come from the USSR, are now on the spot to make the necessary studies.

This "voluntary" labor force, most<sup>ly</sup> made up of people who are not active in the present regime, will be more easily controlled and watched if it is concentrated in this huge construction project than if it were scattered throughout the various regions of the country.

Let us now examine the practical results if the project is realized.

From the point of view of maritime navigation, the canal would represent an economy of 1) about 50 nautical miles, the difference between the Black Sea end of the Bosphorus and Lake Tassul on one hand, and the same point and the Sulina Channel on the other hand. This amounts to about 5 hours of travel, to which must be added an additional 5 hours for the return of the vessel. 2) Of 150 kilometers of navigation along the Danube River from Sulina to Galati, or 170 kilometers to Braila; that is 22 to 24 hours of navigation including the time necessary for the formalities at the Sulina entrance. For the downstream trip, at least 20 hours are needed. 3) Of the taxes of the DDM (Danubian Maritime Commission), which amount to 5.5 gold francs per registered ton, payable in dollars at the exchange rate at the Zurich Stock Market. But we must also remember that the new port of Tassul will also impose duties. The maritime freight rates are 3 to 4 shillings higher per ton for a Danubian port than for the ports of Constanta and Braila.

From the point of view of river navigation, for the loaded barges coming from the Upper Danube, which will tranship their cargo to ocean ships, there would be a saving of at least 130 kilometers of navigation between Gernaveda and Braila. These barges could use the new canal which would be 60 or 70 kilometers in length. This would shorten the run by at least 60 kilometers, but this distance has almost no effects on the freight rates between the Yugoslav or Hungarian ports and Braila.

It is evident that the Gernaveda - Tassul Canal and the construction of

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of a new port on the Black Sea would be a new solution to the problem of the silting up of the Danube. The alluvial deposits form a bar at Sulina, and for a long time the question has been debated whether to abandon the Sulina Channel and to effect improvements in the Saint George Channel and to use this latter. The use of the southern channel of the Delta has also been considered for the last 10 years.

From the viewpoint of the Danube States, the abandoning of the mouths of this great river and their replacement by a man-made channel could be the death-blow to international river traffic; especially the traffic which operates under the flag of non-riparian states. The size and the political influence of the nation under whose flag the vessels are operating would determine whether the principles of freedom and equality, provided under Article 331 of the Treaty of Versailles and by the 1921 Paris Statute, would be respected. These principles have already been denied by the 1948 Belgrade Conference.

2. Translation of a secret document of the Administration of Railroad relative to the program for construction of rolling stock and semi-fabricated steel parts as set out by the State Planning Commission.

Counsellor Florescu and Engineer Zambrea of the State Planning Commission 1949 recommend some changes in the program for rolling stock submitted by Deputy Director General Vladescu on 13 September 1948.

Program for the construction of new rolling stock.

a	Steam locomotives, standard gauge	29
b	Steam locomotives, narrow gauge (including the 1948-49 schedule)	30
c	Rail motor car of existing type (220 <sup>HP</sup> <del>HP</del> .) (including the 1948 schedule)	30
d	Prototype rail motor car	1
e	Passenger cars, 3d Class, 4-axle (including the schedule for 1948)	8
f	Freight cars, 4-axle	220
g	Freight cars, 2-axle (including the schedule of 500 for 1948)	500

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## Program of semi-fabricated steel parts

	Material	Tons requested	Tons granted
a	Rails	40,000	15,000
b	Fish plates, tie plates	12,000	5,000
c	Bolts, eye-bolts, spikes	6,000	3,000
d	Rolled steel, including heavy plate	60,000	45,000
e	Tires, wheels	5,000	4,000
f	Sheet	2,500	1,400
g	Black steel wire, galvanized wire	800	450
h	Special steels	250	150
i	Superstructure for metal bridges	7,500	1,500

At the meeting held on 11 September 1948, the State Planning Commission announced that the 1949 construction program for rolling stock had been modified as follows:

a	Locomotives, Standard gauge	29 instead of 40	
b	Locomotives, narrow gauge	48 instead of 40	
c	Rail motor cars of existing type (220 HP) including 1948-49 orders	30 instead of 40	
d	Prototype rail motor cars (on condition that orders be placed and an advance payment made)	1	
e	Freight cars, 2-axle, 20-ton (schedule for 1948-49)	500 )	
f	Freight cars, 2-axle, 20-ton (schedule for 1949)	500 (	1,000 2-axle, 20-ton freight cars
g	Freight cars, 4-axle, 40-tons	220	The reduction of the 4-axle freight cars is due to the increase of the Administration of Railroads of the schedule of delivery of 4-axle freight cars from 780 to 1,000 and also the delivery of 150 4-axle tankcars
h	Passenger cars (hented) (including 1948-49 orders)	80	
i	For spare parts, rails, and other material, the greatest reductions in the requests of the Rumanian Railroads are:		

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